



DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD

YARD NEWS

BALTIMORE, MARYLAND

AN EQUAL OPPORTUNITY EMPLOYER

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Summer of 2008 - A Full House!

The Yard maintained an active industrial operations schedule in July and August involving continuation of the Mission Effectiveness Project (MEP) as well as accomplishing routine repair availabilities.

The shiplift's 50,000 square foot concrete working platform cradled four cutters in mid-July (photo at left). Yard tradesmen continued MEP modernization on the 210' cutters VALIANT (right background) and ACTIVE (right foreground). Entering the Yard for scheduled drydocking and repair availabilities were the cutters FRANK DREW (left background), a 175' buoy tender from Portsmouth, Virginia, and KENNEBEC (left foreground), a 160' construction tender also from the Tidewater area.

Rounding out the summer customer list were the 110' MEP cutters EDISTO, SITKINAK and SANIBEL; the 210' MEP Cutter RESOLUTE, and maintenance of the Yard's homeport cutter JAMES RANKIN – **"Service To The Fleet!"** (Photo by LTJG Michael Adams, Yard Industrial Department)



First Coast Guard National Security Cutter Visits Baltimore

Yard Hosts Department of Homeland Security Dignitaries

In town for the Baltimore port call of the new Coast Guard Cutter BERTHOLF, Deputy Secretary Paul Schneider of the Department of Homeland Security (DHS) and DHS Under Secretary for Management Elaine Duke visited the Yard on June 27, 2008. The afternoon briefings were designed to create awareness of the value of the shipyard and its tenant commands, Engineering Logistics Center and the Legacy Sustainment Support Unit, to the missions of the

Department of Homeland Security. A walking tour offered first hand appreciation of the work being accomplished at the Yard, particularly the existing material condition of the legacy fleet and the current efforts sustaining these assets under the Mission Effectiveness Project.

Following the orientation and tour, Deputy Secretary Schneider and Ms. Duke traveled to downtown Baltimore to join DHS

Secretary Michael Chertoff and Coast Guard Commandant Thad Allen on board BERTHOLF for an array of evening festivities sponsored by the Coast Guard Foundation.

BERTHOLF's docking in Baltimore was part of a U.S. tour to introduce the first of eight national security cutters that will be built under the Coast Guard's Integrated Deepwater System Program. The BERTHOLF represents a giant leap forward in

See **Dignitaries**, pg 3

Yard Missions: Value - Workforce - Relationships - Community

The Commanding Officer's Column

by Captain John F. Kaplan



I am very pleased to welcome aboard CAPT Brian Merrill as the Industrial Manager and CDR Rob MacLeod as the Chief of Project Management. CAPT Merrill and CDR MacLeod bring with them a wealth of knowledge and experience that will be extremely beneficial in our process of continuous improvement. More information about their background is available elsewhere in this newsletter. When you see them walking around the Yard, please take the time to introduce yourself and tell them what you do.

We have seven cutters in the Yard undergoing repairs. The shiplift is full with four, and the OAKRIDGE has

one. You also recently delivered EDISTO on time and under budget. You continue to do a tremendous job meeting cost, schedule, and quality and showing a tremendous learning curve in the process. X10 has increased 110' hull plate replacement from 80 ft²/wk to 125 ft²/wk and cut the cost from \$468/ft² to \$273/ft² – a 41% reduction! X30 cut 110' cable installation time by 37% once the specification was locked! Our Firewatch process change resulted in a 45% reduction in Firewatch hours charged to our Customers with no loss in safety. The LEAN event in the Central Tool Room removed over 500 obsolete and unused tools. This not

only freed up over one row of shelving but cut their annual inventory time from over two weeks to three days! All of these efforts are vital to improving the efficiency of the Yard and ensuring our Customers receive the best value possible for their maintenance dollar.

The picnic celebrating the Coast Guard's 218th birthday was held in the Grove on Saturday, 2 August. Thanks to everyone involved who helped make it another successful event!

I had the pleasure of presenting the Paint Shop, X42, with our first Yard Quarterly Safety Award. X42 had the most improved safety record of the second quarter of 2008 as compared to their 5-year average. They went the entire second quarter of this year without an accident! Extremely well done for one of the more hazardous shops in the Yard - your attention to safety and quality is greatly appreciated! The shop will receive a one hour lunch break for a week.

The Commandant has asked that we take our "Guardian Ethos" (published at left), that is an outwardly focused document, and apply that same level of attention and dedication internally, to ourselves and our coworkers. I am asking you to look after yourself and your coworkers. I mean this in more than just the physical sense of ensuring proper PPE is worn, or not driving under the influence. I want to expand it morally and ethically. Make sure you and your fellow workers do the right thing – don't lie, cheat or steal – don't create a hostile, abusive or intolerant work environment. You have a much stronger influence over yourself and your coworkers than I do – please exercise it.

Thank you, again, for all the hard work you do every day for the Coast Guard.

UNITED STATES COAST GUARD

"THE GUARDIAN ETHOS"

I am America's Maritime Guardian.

I serve the citizens of the United States.

I will protect them.

I will defend them.

I will save them.

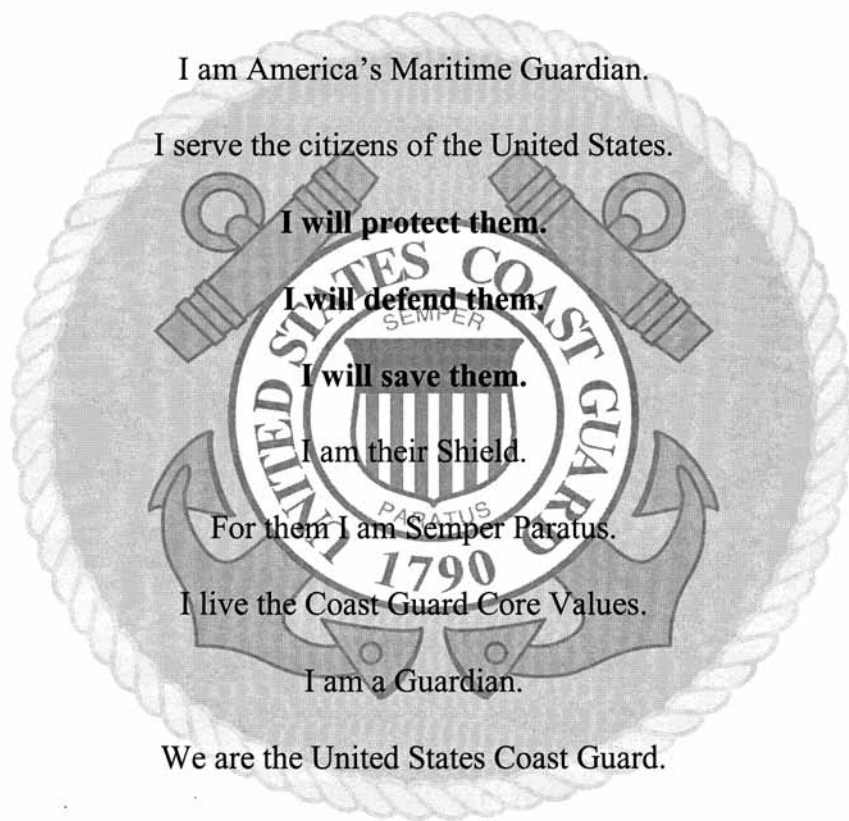
I am their Shield.

For them I am Semper Paratus.

I live the Coast Guard Core Values.

I am a Guardian.

We are the United States Coast Guard.



Dignitaries, cont from pg 1
capability for the Coast Guard's surface fleet. The Cutter sails with state-of-the-market technologies and characteristics necessary to meet maritime safety, security and stewardship mission requirements that will provide enhanced protection for the nation.

The BERTHOLF was completed in 2006 and commissioned on Coast Guard Day August 4, 2008. The Cutter is named for Commodore Ellsworth Price Bertholf who oversaw the merger of the U.S. Revenue Cutter Service and the U.S. Life Saving Service in 1915, forming today's Service. Commodore Bertholf is the first Comman-

dant of the United States Coast Guard. The Cutter that bears his name is homeported at Coast Guard Island in Alameda, California.



Poised on the Yard's shiplift, Captain Kaplan welcomes the following DHS and Coast Guard officials to the Yard on June 27, 2008. Pictured left to right are: Commander Doug Subocz, Commanding Officer, Legacy Sustainment Support Unit; Mr. Jeffery Orner, Deputy Assistant Commandant for Engineering & Logistics; Ms. Elaine Duke, Under Secretary for Management, DHS; Mr. Paul Schneider, Deputy Secretary, DHS; Rear Admiral Thomas Ostebo, Assistant Commandant for Engineering & Logistics; Captain Kaplan; Captain Robert Pyle, Chief, Platform Management Division, ELC.

CGC BERTHOLF, the Coast Guard's first 418-foot National Security Cutter, is the lead ship in the new Legend class of cutters designed to be the flagship of the modernized Coast Guard fleet. The Cutter will improve operational readiness and enable the Coast Guard to fulfill its multi-mission roles more effectively through better sea keeping, higher sustained transit speeds, increased endurance and range, and a greater ability to launch and recover improved small boats, helicopters, and eventually unmanned aerial vehicles. (U.S. Coast Guard photo by Petty Officer 3rd Class Melissa Hauck)



BALTIMORE – The U.S. Coast Guard Cutter BERTHOLF moors at the pier during a scheduled port call in Fells Point on June 27, 2008.

Yard Welcomes New Industrial Department Managers

The Yard recently welcomed aboard Captain Brian Merrill, Industrial Manager, and Commander Robert MacLeod, Chief of Project Management. They respectively replace Captain Kaplan who assumed command of the Yard in May and Com-

mander Neil Meister, now at the Engineering Logistics Center.

Captain Merrill graduated from the United States Coast Guard Academy in 1984 with a Bachelor of Science degree in Naval Architecture and Marine Engineering and a com-

mission as an Ensign. He studied at the University of Michigan in Ann Arbor, Michigan, where he received Master of Science degrees in Naval Architecture and Marine Engineering and Civil Engineering in 1993. Captain Merrill also attended the United States Naval War College in Newport, Rhode Island, graduating with a Master of Arts degree in National Security and Strategic Studies in 2006.

Prior to his assignment at the Yard as Industrial Manager, Captain Merrill served as Chief of the Office of Naval Engineering at Coast Guard Headquarters. Preceding his headquarters' tour, Captain Merrill was Commanding Officer of Naval Engineering Support Unit (NESU) Cleveland. Previous to his command tour, Captain Merrill served in Norfolk, Virginia, as Chief, Vessel Support Branch (vr) of the Naval Engineering Division for Maintenance and Logistics Command Atlantic (MLCA).

See **Industrial Department**, pg 7



Captain Brian Merrill (left), Yard Industrial Manager, and Commander Robert MacLeod (right), Chief of Project Management, Industrial Department, pose on the shiplift while Yard tradesmen repair the Z-Drive on the Cutter FRANK DREW.

Yard Receives Inaugural DHS Award for Excellence in Acquisition

Yard and Coast Guard Headquarters' managers instrumental in executing the contract awards for the Landfill Gas Project recently received the 2007 Department of Homeland Security's (DHS) Competition and Acquisition Excellence Award for "Use of Innovative Acquisition Practices By a Team." DHS Under Secretary for Management Elaine Duke presented the award in recognition for the team's enhancement of acquisition practices that utilized a high degree of resourcefulness and energy savings awareness. These initiatives brought the Landfill Gas Project from concept to reality. This was the first year for the DHS award's competition.

Traveling to Washington, D.C. to accept the award were (left to right): Rick Eschenbach, Yard Landfill Gas Project Manager; Danny Gore, Coast Guard Headquarters Office of Resource Management; Elaine Duke, DHS Under Secretary for Management; Pamela Komer, Coast Guard

Civil Engineering Unit Cleveland; Jesse Maestas, URS, Inc., and CDR John Slaughter, Yard Facilities Engineer. Not present for the ceremony were team members: LCDR Ted Fowles, former Yard Legal Officer; Ed Rockenstire, Coast Guard Federal Design & Construction Center Pacific, and Craig Huswit, Department of Energy.

The Yard's Landfill Gas Project will

utilize methane gas piped from a nearby Baltimore City landfill to produce electricity and steam for the shipyard for the next 15 years. The initiative is the largest renewable energy project in Coast Guard history and the first landfill gas co-generation plant in the State of Maryland. The Yard broke ground for the high-profile project in November 2007. Construction work is currently under way.



Lean Update**Central Tool Room - Check It Out!**

By Keith Herchenroder, Yard Business Manager

Since our last “Lean Update,” the folks with the Central Tool Room Lean Team (Warren Barr, Dan Hahn, and Ken Raber) have continued the effort in getting rid of unused materials, organizing what is left, and giving the facility a serious face lift. If you haven’t been in the Central Tool Room lately, you need to take a look – floors are painted; shadow boards are in place; counter area is cleaned and painted. It looks great!

What is keeping your work areas from looking this good? The Yard Lean Team consisting of consultants Tom Zbell and Joe Maggiore of the Virginia Philpott Manufacturing Extension Partnership and Ron Hawkins of the Maryland Technology Extension Service and myself are here to help get your efforts started with training, coaching, and support as needed!



Newly painted aisles, shelves and shadow boards.



The Central Tool Room staff and Yard Lean Team are justifiably proud of their work. Pictured left to right are: Dan Hahn, Tom Zbell, Warren Barr, Ken Raber, and Ron Hawkins.

Defining Lean

By Mike Thelen, Lean Facilitator, Hub City, Inc.

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Lean Facilitator Mike Thelen shares his experiences with transforming traditional companies to lean enterprises in this multipart series. This month, Thelen answers the questions, “What is lean?”

How can culture be changed when the “talk” is unclear? In a recent online discussion among lean practitioners, an individual asked a seemingly simple question, “What is lean?” That simple question sparked numerous e-mails and days of conversation, but never achieved a definition of lean that all could agree with. Since an international group of lean-minded individuals could not effectively offer a definition encompassing all aspects that all participants could agree on, any attempt at a description is fair game.

After spending too much time contemplating the very question, it is time to share an attempt. Lean is the continual pursuit of the ideal state,

using the Human Design Model (Deming cycle, page 6) to achieve customer satisfaction while achieving respect for people throughout an organization.

Why is this lean? Let’s break down the elements of the description and define them further.

Continual pursuit. Lean organizations are constantly evolving. They are constantly learning, growing and improving. This is the reason the Toyota of this decade is not the same one of the 1990s, 1970s or 1950s. This drive forces an organization into the future. The goal is never to be idle, never be satisfied.

Ideal state. What is the ideal state? It is the utopia of manufacturing existence. The ideal state breaks down into several components:

*** On-demand.** Build only what the customer wants, when the customer wants it. Lean defines this as sell one,

make one, which can be pushed further into the supply chain as sell one, make one, buy one.

*** Defect-free.** Not only deliver products defect-free to the paying customer, but also deliver products defect-free from one process to the next.

*** 1 x 1 or single-piece flow.** Sounds simple, but is it really? The ideal state is to build one by one, from process to process, from raw material to finished product.

*** No waste.** Eliminate all waste in a system. That waste is defined as mura – unevenness in the system, possibly requiring production leveling; muri – overburden on the operator or employee, often requiring standardized work and defined conditions (highly defined work); and muda – defined as the following wastes: transportation, inventory, motion, waiting, overproduc-

See **Lean**, pg 6

Lean, cont from pg 5

tion, over-processing, defects, and underutilized employees.

* *Immediate response.* Have open and immediate communication between supplier and customer, both internal and external, to provide feedback and improvement.

* *Safety.* This should always be a priority in any environment.

Deming cycle

The Deming cycle is also known as plan-do-check-act or PDCA for short. It is the response process to a customer order. Once the order is received, a plan is developed and initiated. The manufacturing process is done. Checks are built into the system to verify that customer satisfaction is achieved throughout the process. And actions are taken to correct any deficiencies noted by the checks.

W. Edwards Deming, credited with improving production in the U.S., then later in Japan, designed this model from experiences with Dr. Walter Shewhart, who designed the Shepherd cycle (plan-do-study-act or PDSA). These concepts are similar to the Scientific Method, often identified as problem-cause-solution-action-measure or PCSAM. This "theme" can be associated with an A3 (a document utilizing the problem-solving method, consisting of a theme [business case/problem], current condition [problem/cause], target condition [solution], actions and measures).

Customer

Who is the customer? In a lean system, there are four customers. Each has equal significance, but for different reasons. It is the goal of a lean organization to satisfy each customer, without sacrificing any of the others. Can organizations identify their four customers?

Customers are defined as:

* *External/internal:* The actual purchaser of the product, as well as each person who received the product and adds value to it.

* *Employees:* Every individual who is

compensated for performing a function in the organization.

* *Shareholders:* Any person, company or other institution that owns at least one share in a company.

* *Community:* The environment or locale where an organization operates and interacts with others.

Respect for people

James Womack, author (*Lean Thinking*) and chairman and founder of the Lean Enterprise Institute, once wrote, "For years, I've visited companies where 'respect for people' is a core element of the corporate philosophy. Therefore, I've asked managers in many companies a simple question: 'How do you show respect?' I have usually heard that employees should be treated fairly, given clear goals, trusted to achieve them in the best way and held to account for results. For example, 'We hire smart people; we give them great latitude in how they do their work because we trust them; and we hold them to objective measures of performance.' That's respect for people."

Womack then challenged Toyota managers with the same questions. Their definition showed the gap between traditional and lean management. In a lean environment, management shows respect through cooperative problem solving. Employees and support staff discuss the problem, reach root causes(s) by gathering information on the floor (gemba), and determine and evaluate possible solutions. Then they implement the best one. Most importantly, there is a cooperative discussion on how to measure the solution to verify the problem has been resolved.

This joint effort builds unity and community in the workplace. All people involved understand that the best solutions most often come from participative groups, not individual ideas. I recall reading about the last layoff at Toyota in the 1950s. Toyota founder, Kiichiro Toyoda, asked the workforce for and received 1,500

volunteers for the layoffs. He then resigned as head of Toyota, as he viewed the need for layoffs as his failure to lead the organization correctly.

What is lean, really?

Does this define lean effectively? Perhaps it does. Will everyone who reads this agree? Doubtful, but hopefully, it will make each reader dig deeper into lean and what it really means. The more we read, the more we research, the more we participate...the more we learn and the more we improve. Lean is a tough theory to describe, which might explain why lean initiatives are so tough to implement.

There is no magic pill for lean initiatives. The lean process requires time, commitment and determination. Companies that cannot envision the long-term commitment to lean, and only use the tools for short-term gain, will achieve some limited success. However, without the culture supporting those tools, the lean initiative will fail, becoming the "flavor of the week" that everyone knew would not last.

"An environment where people that to think brings with it wisdom, and this wisdom brings with it kaizen [continuous improvement]."
Teruyuki Minoura (Toyota executive)

About the author

Mike Thelen is lean facilitator at Aberdeen, S.D. based Hub City Inc., a subsidiary of the Regal-Beliot, Wis. He has led lean initiatives in positions from front-line supervisor to system coordinator at various corporations since 2001.

THINK LEAN!

Camara Honored For Excellence In Coast Guard Finance

By Meriel Yacobi, Yard Summer Student

Michele Camara, Yard Fiscal Department, recently received the 2007 Chief Financial Officer Award For Excellence in the category of Civilian Employee GS-8 & Below. She was honored for her superior performance while serving as an Accounting Technician at the Yard. The Award cites Michele's extraordinary efforts to improve the accuracy and timeliness of accounts reconciliation in the Accounts Payable Division.

Michele received her award from Admiral Thad Allen, Commandant of the Coast Guard; Rear Admiral Keith Taylor, Assistant Commandant for Resources and Chief Financial Officer of the Coast Guard, and Mr. David Norquist, Chief Financial Officer of the Department of Homeland Security. They presented the honors to her in May 2008 at the Professional Development Institute Conference, a training forum sponsored by the American Society of Military Comptrollers in Orlando, Florida.

Working at the Yard since 2002, Michele is also pursuing a college degree in Accounting. She and Coast Guard Chief Rich Camara of the ELC have been married for 21 years. They are the proud parents of two daughters, Nicole, age 18, and Chelsea, age 15. The Camaras reside in Anne Arundel County. Congratulations, Michele!



Industrial Department, cont from pg 4

Captain Merrill was the Engineer Officer of CGC RUSH; Executive Officer of CGC MANITOU; Damage Control Assistant and Assistant Engineer Officer of CGC TANEY, and Student Engineer on CGC HAMILTON. The Captain's other shore assignments include Chief, Vessel Specifications Branch for MLCA; Executive Officer of NESU Cleveland, and Type Desk Manager in the MLCA Vessel Support Branch.

Captain Merrill's personal awards include three Coast Guard Meritorious Service Medals, three Coast Guard Commendation Medals, the Coast Guard Achievement Medal, the Commandant's Letter of Commendation, two National Defense Medals, the Humanitarian Service Medal, the Military Outstanding Volunteer Service Medal, a Permanent

Cuttermen's pin and numerous other team and unit awards.

Captain Merrill hails from Canton, New York, and is married to the former Brenda Ashley, also of Canton. They have three sons, Michael, Jeffrey and Christopher.

Commander MacLeod graduated from the Coast Guard Academy in 1990 with a B.S. in Naval Architecture and Marine Engineering. His first assignment was as a Student Engineer on CGC ALERT out of Cape May, NJ. He then attended the University of Michigan and received his M.S.E. in Naval Architecture and Marine Engineering in 1994. From there, he served as Engineer Officer of CGC VIGILANT in Cape Canaveral, Florida, before being assigned in 1997 to the Coastal Patrol Boat Acquisition staff at Coast Guard Headquarters as

Chaplain's Corner

Hello From the Chapel!

By Chaplain Brian Jacobson

I would truly like to say "Thank You" to all of the Associations, all of the Commands, and all of the people who helped with the 2008 Coastie Kids Day Camp! It truly was the best Camp I have ever participated in!

A good friend of mine, Chaplain Peter Holden, wrote the following article and gave me permission to share it with you all. Be blessed and remember Thanksgiving and Christmas are just around the corner.

Principled Decisions

What do you call a boomerang that does not work? A stick. The English language is very odd. It is filled with exceptions to rules and is updated annually to conform to the vernacular of the day. For instance, alter and change, we are told, are synonyms. Yet, altering your pants and changing your pants are distinctly different things.

Life likes to behave like that. Laws of the universe have exceptions, as do man-made laws. There is no

See Chaplain, pg 8

the Technical Manager. In 2000, Commander MacLeod became the Engineer Officer of CGC GALLATIN. Upon completing that tour, he was selected by the Coast Guard Acquisitions Directorate to attend George Washington University and earned his M. S. in Project Management in May 2003. An assignment to the Acquisition Human Resources staff at Coast Guard Headquarters followed until 2005. The Commander served as the Deputy Project Manager for the \$610M Response Boat – Medium (RB-M) Project prior to reporting to the Yard.

Commander MacLeod lives in Crofton, Maryland, with his wife, Pam, and three children: Katie, age 13, Matt, age 10, and Allison, age 2.

Welcome aboard, Captain Merrill and Commander MacLeod!

Chaplain's Corner, cont from pg 7

set way to raise children because everyone is different. Art is subjective, and what is in style depends on who is being asked. Yet, for all of life's inconsistencies, there remain fundamental truths of right and wrong.

The "Golden Rule," though known by most, is rarely lived out because it is an option, not a true rule. In fact, most things that arise for our consideration of "should I or shouldn't I," are measured by the answer to the question, "Will I get caught?" If lightning does not strike us, if the ground does not open up and swallow us, we feel like we get away with

things. Have you ever sweated out a situation, waiting to find out if you will get caught? Even when you are not found out, isn't there still an uneasiness that stays with you for a while? For most of us, we can look back on such times and still regret what we did. Yet, does it affect our decision-making today?

The Bible teaches us to live by principles, not mere laws. We cannot be perfect in all our actions, but we can be pure in our hearts and motives. Do we live by the lowest common denominator of right and wrong, or do we live by principles that challenge our

very purpose for action? Making a bad decision, doing something "wrong," is not nearly the issue as is why that decision was made. Are we seeking the "safety" of not getting caught, or do we seek a clear conscience?

God is more concerned with who we are, not what we do, because what we do flows directly from who we are. It's like the old saying, "It's neither here nor there." Well, it must be somewhere! I know I don't have it. Call a stick a boomerang, no harm; no foul. Yet every time we ignore our conscience, we lose another part of our humanity.

Yard Paint Shop Receives First Yard Quarterly Safety Award

Captain Kaplan recently presented the newly instituted Yard Quarterly Safety Award to members of the Paint

Shop for the most improved accident record among the industrial shops and for remaining accident free within the

quarter. In addition to a plaque of appreciation, Paint Shop employees received a one-hour lunch break for a week.

Paint Shop managers and tradesmen meet at the start of every shift to highlight safety and the safety risks for jobs planned for the work period. The shop emphasizes its motto: S = Stop A = And F= Focus E= Everyone T = Think Y = You

Following the award ceremony, special congratulations were extended to four Shop employees who have had no lost time injuries during their Yard career: George Polk, 34 years; Leon Wilson, 34 years; Rodney Stanley, 29 years; and William Ricks, 23 years.



SMART, Very Smart!

If you stroll down Shoemaker Avenue, you might make a quick stop to gaze at a tiny, blue car parked near the tennis courts. It's a SMART car - a new, energy-conservation vehicle by Mercedes-Benz introduced for sale in the United States in January 2008.

Yvonne Hedgmon-Cossey (pictured at right), a Human Resource Specialist with the Human Resource Center Northeast, is the auto's owner, and with SMART's high gas mileage and low-emission ratings, she's loving her "green" commute!

The two-seater, European "it" car boasts 40 city mpg/45 highway mpg. It is 8.8 feet long, 5.1 feet tall, and 5.1 wide. Two SMARTs can fit into an average size parking space.

Yvonne bought her SMART car at the urging of her husband. As residents of Harford County, Maryland, her round-trip commute to the Yard each day is 80 miles, so her SMART purchase was very smart!



Military Person of the Quarter

*SN Christopher Auman, Security Department
FY '08, 2nd Quarter*

Civilian Employee of the Quarter

*Ian Yankosky, Facilities Management Division
FY '08, 2nd Quarter*

Safety Column**Getting Hot**

By Roger Taylor, Quality and Safety Manager

During the winter months, I can't wait for the summer. Summer seems to be the best time of the year, at least I think that way in the winter. When summer is here, there are a few things to complain about. The main thing is the excessive heat and humidity. When these days occur, I think to myself, it would be nice if it was winter. Not only is this weather undesirable, it is also very dangerous. Most cases of heat related illness occur in the summer. Although we can't control the weather, specifically the heat and humidity, we can manage ourselves when we are around these conditions. We need to take care of ourselves in this environment if we plan on surviving. Excessive heat and humidity can put your body at risk if proper precautions are not taken. Heat exhaustion and heat stroke are very serious conditions we want to avoid. These things can damage your body as well as the mind.

"Heat Stress" is when the body does not have the ability to cool itself by sweating. Excessive heat exhaustion and severe heat stroke can result in permanent body and brain damage and can, in the most severe cases, cause death.

There are a number of factors that contribute to heat stress in addition to high temperatures and humidity. These include direct sun or heat, limited air movement, excessive physical exertion, and poor physical condition. Most tasks within the shipyard can expose craftsman to these conditions all year long. In addition, there are some medicines that can affect the body

There are signs or symptoms of heat stress that everyone should be aware of. Heat exhaustion symptoms include headaches, dizziness, lightheadedness as well as fainting. Some people become weak and their skin gets moist; others may experience an upset stomach or may vomit. Mood changes such as becoming irritable, discontent or confused are also signs of heat exhaustion. Many individuals experiencing heat exhaustion have several of the symptoms described above.

"Heat Stroke" is a more severe form of heat stress. Symptoms of heat stroke include dry, hot skin with no sweating as well as confusion or losing consciousness. Several heat stroke victims experience seizures or convulsions.

Not only is it important to take care of yourselves, but it is equally important to watch out for your fellow workers. If these symptoms are noticed, action needs to be taken. Recognizing these signs can prevent heat stress from becoming a killer.

In addition to being aware of yourself and others throughout the day, there are several precautions that can be taken to help the body in this kind of weather. Try to stay in shaded areas or block out the direct sun or exposure to heat sources. Use fans when possible and rest when the opportunity allows. Depending on your job, be mindful of your clothing; use lightweight, light colored and loose fitting clothes when practical. Drink lots of water; avoid alcohol, caffeine and heavy meals. If you notice someone experiencing the above conditions, move the person to a cool area out of direct sunlight, loosen or remove heavy clothing, provide cool drinking water, and mist the person down, if possible. Contact emergency response.

Be sure to practice these prevention tips all the time as heat stress does not discriminate between work, home or play. Remember to take care of your body during these hot and humid days of summer. Drink plenty of water, stay in shaded areas, use fans when possible, and monitor yourself as well as co-workers. Be careful, Be smart. Be safe.

Source: Compiled from OSHA/DOL quickcard

Yard Holds First 3-on-3 Basketball Tournament

The Yard's Morale, Well-Being & Recreation (MWR) Branch organized the first MWR 3-on-3 Basketball Tournament in late July. Eight teams covering the Yard, Sector Baltimore, Engineering Logistics Center, and the U.S. Army competed. The athletic event was held in the Columbus Recreation Center. Chief Gregory Eagle, Military Personnel Branch, managed the Yard team who emerged the winner of the 2008 tournament. Congratulations!



Smart, cont from pg 8

Yvonne is interested in arranging a van-pool with a co-worker. Extra incentives are available for van-poolers through the Department of Homeland Security Transit Benefits Program. The initiative was established to reduce federal employees' contribution to traffic congestion and air pollution and expand commuting alternatives. If you are interested in van-pooling with Yvonne or would just like to have a "smart" conversation, she can be reached on 410-636-3504.

YARD NEWS



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